

Transportation Management Plan

2017 Eastern Region Chip Seal

Project Description

Section 1 (SR 21, MP 92.49 to 106.65) will receive Hot Mix Asphalt (HMA) prelevel on the hill into Keller Ferry, pavement repair or prelevel as needed on the rest of the section, a Bituminous Surface Treatment (BST) of 3/8" to No.4 with choke stone, rumble strips, and miscellaneous related traffic markings.

Section 2 (SR 26, MP 83.94 to 92.01 - Bridge 26/135, 26/150, 26/151). Correct the grade transitions (profile corrections) for each bridge approach and departure. Deck repair by WSDOT maintenance. Membrane and a HMA overlay by Contractor.

Section 3 (SR 28, MP 103.15 to 117.73) will receive pavement repair or prelevel as needed and a BST of 3/8" to No.4 with choke stone and miscellaneous related traffic markings.

Section 4 (SR 28, MP 117.73 to 131.18) will receive pavement repair or prelevel as needed and a BST of 3/8" to No.4 with choke stone and miscellaneous related traffic markings.

Section 5 (SR 31, MP 0.00 to 14.07) will receive pavement repair or prelevel as needed and a BST of 3/8" to No.4 with choke stone and miscellaneous related traffic markings.

Section 6 (SR 174, MP 23.38 to 40.66) will receive pavement repair or prelevel as needed, a BST of 3/8" to No.4 with choke stone, rumble strips, and miscellaneous related traffic markings.

Section 7 (SR 271, MP 0.00 to 8.37) will receive pavement repair or prelevel as needed, a BST of 3/8" to No.4 with choke stone, rumble strips, and miscellaneous related traffic markings.

Section 8 (SR 272, MP 0.00 to 19.23) will receive pavement repair or prelevel as needed, a BST of 3/8" to No.4 with choke stone, rumble strips from MP 17.35 to 19.23, and miscellaneous related traffic markings. Possible HMA grind & inlay or overlay on hill leaving Colfax, MP 0.00 to MP 0.80.

Section 9 (SR 291, MP 14.31 to 33.09) will receive pavement repair or prelevel as needed and a BST of 3/8" to No.4 with choke stone, rumble strips, and miscellaneous related traffic markings.

The projected work dates for this project are from May 1 through September 30. The BST operations are subject to the date restrictions in the Standard Specifications of May 1 through August 31.

National Highway System (NHS) Route Sections

- Section 2 US 26 Adams/Whitman County Rural-Principal Arterial

Non-NHS Route Sections

- Section 1 SR 21 Lincoln County Rural-Collector
- Section 3 SR 28 Lincoln County Rural-Minor Arterial
- Section 4 SR 28 Lincoln County Rural-Minor Arterial
- Section 5 SR 31 Pend Oreille County Rural-Minor Arterial
- Section 6 SR 174 Lincoln County Rural-Collector
- Section 7 SR 271 Whitman County Rural-Collector
- Section 8 SR 272 Whitman County Rural-Collector
- Section 9 SR 291 Stevens County Rural-Collector

Work Zone Traffic Control Strategy

The following sections have an average annual daily traffic (AADT) count of:

NHS Route Sections

<u>Section</u>	<u>Route</u>	<u>AADT</u>
• 2	US 26	1221 to 1254 (Trucks 22.34%)

Non-NHS Route Sections

• 1	SR 21	148 to 2102 (Trucks 14.74% to 19.33%),
• 3	SR 28	527 (Trucks 17.12%),
• 4	SR 28	508 to 2388 (Trucks 12.11% to 21.15%),
• 5	SR 31	1009 to 1780 (Trucks 8.87% to 12.29%),
• 6	SR 174	1795 to 2799 (Trucks 8.59% to 19.83%),
• 7	SR 271	720 to 925 (Trucks 15.07% to 15.78%),
• 8	SR 272	331 to 1997 (Trucks 3.53% to 10.11%),
• 9	SR 291	411 to 5657 (Trucks 4.30% to 6.19%),

(AADT information was taken from the WSPMS 2015 Data)

Work zone traffic control will consist of plans for:

- Advance Warning Signs Class A - Typical State or County Road Intersection,
- Stockpile/Source Vicinity Signing,
- Typical Mobile Brooming Operation for Two Lane Roadway,
- Advance Warning Signs Class A - Typical Application for 2 Lane Roadway,
- One Lane, Two-Way Traffic Control with Flaggers,
- Pilot Car Operations,
- Typical Mobile Operation Two Lane Roadway,
- Speed Limit Reduction.

The Project Engineers Office (PEO) may propose a speed limit reduction in the areas where the roadway had the aggregate placed and until the aggregate on the roadway has been broomed. After the aggregates have been placed and until they are broomed, the roadway has loose gravel on the surface, therefore the speed limit change should prevent the traffic from dislodging and throwing the aggregate onto others and provide better curing conditions for the new BST. Portable Speed Detection / Display Trailers (PSDT) are planned to be used to augment static signing. Advisory speed signing will be posted in close proximity to the active related work.

Work Zone Restrictions

The Contract Special Provision identify that no contract work will be allowed on a holiday or holiday weekend or the day prior. Brooming operations will be permitted until 10:00 AM on a day prior to a holiday, holiday weekend, or special town event. Holidays that occur on Friday, Saturday, Sunday or Monday are considered a holiday weekend.

The Special Provisions will identify high traffic, wheat harvest, community and bicycle events and restrict when lane closures can happen on the sections that are impacted by the event.

- Section 2 (SR 26) profile correction shall started by June 1, 2017 to avoid WSU student activity at the end of May and complete the HMA no later than June 30, 2017.
- All HMA work (including pavement repair, prelevel, and profile corrections) shall be completed no later than June 30, 2017.
- All Beam Guardrail work shall be completed prior to commencement of BST operations on the same section.
- Crack sealing shall be completed in its entirety on the project prior to the commencement of BST operations
- All BST work shall start after all HMA work is completed.
- Chip sealing (BST) on Section 7 (SR 271) and Section 8 (SR 272) shall be completed by July 15, 2017 for wheat harvest.

The Project Engineers Office (PEO) proposes that Portable Changeable Message Signs (PCMS) be used when there is an inconvenience resulting from lane closures. They recommended the PCMS be placed 3 days in advance of the lane closure.

The Traffic Control Supervisor (TCS) shall be responsible for transporting bicyclists and their bikes through areas in the project work zone during BST operations until final brooming has been completed, and during Hot Mix Asphalt operations until finished rolling. Delay for bicyclists traveling through the project shall be no more than 20 minutes at any given traffic controlled area. The Contractor shall have the equipment necessary for transporting the bicyclist and their bikes safely through the traffic controlled area. Two weeks prior to starting activities requiring lane or shoulder closures, the Contractor shall submit a Bicyclist and Bike Transport Plan to the Engineer for approval. The plan shall include proposed bicyclist and bike transport equipment and a Bicyclist Notification Plan. The Contract Plans include Class "B" signing to communicate locations where bicyclists must stop and wait for transport.


Maximum wait time for piloted traffic using Section 9 (SR 291) with AADT of 5657 with approximately 10% trucks and a 2 mile work zone with traffic moving at 20 mph is approximately 15 minutes. Work zone traffic control plans for pilot car operations include a statement in the general notes that "The distance between flagging stations for pilot car operations shall not exceed 2 miles in length or as approved by the Engineer" and "Wait time shall be 20 minutes maximum".

Public Information Plan

The Construction Project Office will communicate project information with the region Public Information Officer. The Public Information Officer will keep the public informed of the project progress by providing, at a minimum, weekly press releases with accurate, timely and consistent information to both the public and the media.

The above listed traffic control strategies have historically worked well under these conditions.

Transportation Management Plan Approved By:


 Eastern Region Traffic Engineer


 Date